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JANUARY 19, 1978, ISSUE NO. 3

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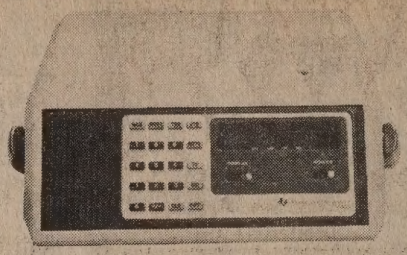

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BOATING

YOUNG BOATMAN'S SAFETY COURSE

Registration for a Young Boatman's Safety Course will be held from 7 PM to 9 PM on January 26 at East Islip Library, Montauk Highway.

Youngsters age 10 through 15 must take this course and earn a safety certificate before they may lawfully operate a power boat on New York State waters.

BKLYN. POWER SQUADRON GIVING FREE BOATING CLASSES

Brooklyn Power Squadron, unit of United States Power Squadrons, will again hold free classes in boating for all interested in learning the know-how of pleasure boating.

Registration will take place on Thursday, January 19 at 7 PM, at St. Francis College, 180 Remsen Street, in downtown Brooklyn, near Borough Hall.

Classes will be held on Thursdays starting at 7:30 p.m., January 26. Instruction covers inboards, outboards and sail, boat handling, seamanship, rules of the road, aids to navigation, compass and chart work, piloting, lights. Even land boating—better known as trailering—is covered.

Brooklyn Squadron conducts the classes without charge. Additional information may be had by calling P/C Edw. Lipnicki, Class Chairman, at ST 8-9006.

CLASSES FOR CAPTAIN'S LICENSE

Houston Marine Consultants, Inc., will conduct training classes at a number of East Coast locations this spring to prepare prospective charter boat captains for the Coast Guard's Motorboat and Ocean Operator license examinations.

The New Orleans-based consulting firm has scheduled courses in Sheepshead Bay, N.Y., Bay Shore, N.Y., and Brielle and Atlantic City, N.J.; Hatteras and Wilmington, N.C., and Myrtle Beach, S.C. The 36-hour program of instruction consists of nine consecutive night classes (6:00 - 10:30 p.m.). Subjects covered in class include the Inland and International Rules of the Road; navigation; seamanship; aids to navigation; fire-fighting; machinery operations; pollution prevention, and first aid. Students are examined by the Coast Guard at the conclusion of the course.

Anyone interested in more information about licensing requirements or the classes scheduled by Houston Marine Consultants, Inc., may call (toll free) 1-800-535-8803, or write the firm at 5616 Jefferson Highway, New Orleans, Louisiana 70123.

The Long Island FISHERMAN

The Difference Between Just Fishing and Catching Fish!

VOL. 13, NO. 3 JANUARY 19, 1978

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COMING NEXT WEEK:
PORK RIND

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The old and the new in tackle. Now is the time to get your tackle ready for the upcoming fishing season.
Photo by Dick Mermon

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EDITOR'S HEAD

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Fishing in the Year 2000

A walk through the aisles of the 1978 National Boat Show at the New York Coliseum can open your eyes to the evolution in electronic fishing aids that has taken place in the past two decades. It was only a mere twenty years ago that flashing depth recorders came into popular use, and even then only the professional charter and open boats and a few of the more well-to-do fishermen had them. What would a 1950-era fisherman think if he could see the advanced electronics gadgetry now on the market and in the price range of a large percentage of fishermen? Personally, after the initial "gee whiz" reaction, I think he might have second thoughts. I know that I have reservations about what I can imagine the sport of fishing will be like in a little over twenty years, in the year 2000.

Depth records now feature graph readouts that are truly fish-finders: white line, gray line, straight line, curve line—you name it. There is even a machine on the market that gives a video picture on a cathode ray tube. And don't forget about the scanning sonars that not only tell you if there is a fish within 500 feet of your boat in any direction, but also will let you know how deep it is and in what direction it is traveling. The new Loran Cs now have memory banks and can even be hooked into an automatic pilot. New scanners for radios can lock in and tell you what channel the boat next to you is talking on the radio. Add to this the electric fishing reels, electric downriggers, etc., and one can easily imagine that the day is coming that the least important functional piece of equipment aboard the boat will be the fisherman—his fun a victim of automation.

Last summer I was fishing with Archie Jost aboard his boat the Sea Hunter, out of the Star Island Yacht Club. During a lull in the fishing, we started discussing the advances in the new Loran Cs and their memories and ability to be hooked into an automatic pilot. Half-jokingly, we hypothesized how in the future we might be able to "go fishing" without leaving the dock. You go down to the marina in the morning, gas up the boat, stock up on bait, then push a bunch of buttons to program the day's fishing into the boat's computer. "Go to the Elbow. Troll red umbrella rigs until slack water. Change to white tubes on the slack. Diamond jig during first of incoming. Release all bluefish, save and fillet all bass under ten pounds, steak those over twenty. Return to the dock at 3:30 and wait for me. Love, Scott."

That scenario would be bad enough, but it assumes that there will still be fish around to be caught in the year 2000. If there aren't, our fishing will probably be done at home on an advanced version of the new video electronic games that hook into the television set. I can see it now ... a man sitting in front of the boob tube dressed in waders holding a surf rod, pretty lures adorning his hat. He pushes a button for the tape "Surf Fishing for Striped Bass (Extinct 1986)." If he wins the game, a picture of a striped bass comes on the screen with words "This is what you have caught" printed below it.

But there is always the hope that the evolution of fishing will come full cycle. I can see it now in the year 2001 ... a young boy sitting by a lake, holding a branch he has cut, with ten feet of string attached to the pin he has bent, baiting it with the worm he has dug. As he plops the worm in the water and crosses his fingers, a stranger walks up behind him, watches for awhile, then walks away shaking his head—saying to himself "I wonder what these kids will think of next."

Scott Simons

C.G. AUXILIARY 11-2 TO HOLD SEAMANSHIP CLASSES

Registration for a 12-lesson course in Boating Skills and Seamanship will take place January 24, 1978, 7:30 p.m., at the South Shore High School in Rm. 432, 6565 Flatlands Avenue at Ralph Avenue, Brooklyn, N.Y. Textbook and materials will be made available at a package cost of $7. This course is sponsored by Flotilla 11-2 of the United States Coast Guard Auxiliary.

JONES BEACH POWER SQUADRON COURSE

The Jones Beach Power Squadron will present the Basic Boating Course of the United States Power Squadrons at Seaford Jr. High School, Washington Avenue, Seaford, New York. The first class will be held Monday, January 23, at 8 PM. Registration will be on opening night or by visiting our Registration Booth at Penny's Circle, Sunrise Mall, Massapequa, during the week of January 14 through January 21.

The 12-week course is open to men, women and older teenagers and you do not have to own a boat to apply. An examination will be given at conclusion and those passing will be issued a certificate attested thereto by the Jones Beach Power Squadron. No one assumes any obligation to USPS in taking this course.

Instruction categories include: safety afloat, seamanship, aids to navigation, charts, piloting, compass, government regulations, rules of the road, small boat handling under normal and adverse conditions.

GREAT SOUTH BAY POWER SQUADRON COURSE

The Great South Bay Power Squadron will conduct two spring Basic Boating classes for the general public. One class will be in the Islip High School with registration on January 19 and 24, from 8 PM to 10 PM. The second class will be in the North Babylon High School with registration behind held on February 7 and 8, from 8 PM to 10 PM. This course is a must for the new boat owner and a great refresher for the old salt. More information may be obtained by calling Lt. Bob Johnson at 589-6615 after 7 PM.

USCG AUXILIARY 22-05 BOATING COURSE

Flotilla 22-05 of the United States Coast Guard Auxiliary is offering a free six-week course in Safe Boating Skills and Seamanship.

Lessons will be held on Thursday evenings from 8 to 10 PM, at the Greenlawn Public Library, Broadway, Greenlawn. Registration and classes will begin January 26, 1978 at 8:00 p.m.

For further information, call 864-4295 or 427-0244.

MECLI RECYCLE DRIVE

The monthly recycle drive of the Marine Environmental Council of Long Island will be held Saturday, January 21, 1978 from 10:00 a.m. to 4:00 p.m., at the Pathmark parking field on Merrick Road in Seaford. Look for the ecology flag.

Materials collected are: newspapers and magazines (tied or untied), aluminum cans and car batteries.

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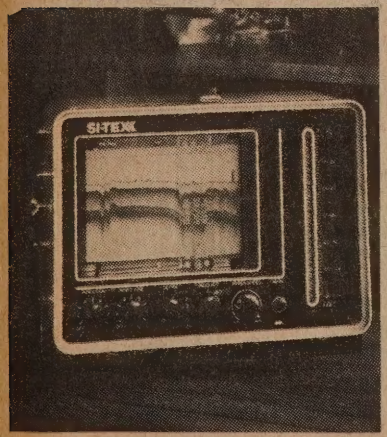

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FISH TALK
with Dr. William A. Muller

SEA ROBINS
Prionotus carolinus

DO ALL YOUR RELATIVES LOOK ALIKE? Well, if you were a sea robin and a member of the family **Triglidae**, some of your relatives in that family would be so similar that fishermen would simply call all of you by one name. Have you ever caught a small sea robin with rather plain drab colors, and have you caught a large, brightly-colored sea robin? Have you and your buddies chided each other about that big sea robin being a record? That was no world's record sea robin my friend—it was a different species.

CONFUSION, CONFUSION. Well, they are all called sea robins, but the one which is most common in our waters is the common sea robin, robin, or green eye. Another similar species is **Prionotus evolans**, the striped sea robin. In turn, the sea robins are very similar to another family, the **Peristediidae**, and these in turn, are similar to their European relatives, the sculpins.

DESCRIPTION: The head is large, the body sharply tapered, and the pectoral fins disproportionately large. The head is completely encased in bony plates and there is a spine at the tip of each cheek plate. These are the most striking characteristics of the sea robin and are the features which most fishermen associate with the species. The dorsal fin has two distinct portions. The front (anterior) spiny portion contains ten rays, while the rear (posterior) half has thirteen soft rays. The soft portion is longer and is almost the same size as the anal fin which is located directly beneath the dorsal fin on the ventral surface.

COLORATION. Colors vary quite a bit from specimen to specimen. However, most have brown or reddish and grey dorsal surfaces with distinct dark blotches, while the ventral surface is dirty white or yellowish white. Occasionally the belly may be almost pure white, but this is the exception, not the rule. The fins are basically greyish, but usually have spots or blotches. Many of the fins, as well as the plate elements contain borders or tints of orange and yellow.

SIZE: Most specimens of the common sea robin are quite small and they rarely grow to more than twelve inches. From time to time, an individual may be caught that is as long as fifteen inches.

HABITS: Sea robins are generally considered to be bottom dwellers and most of their life is spent there. However, they do swim actively and pursue their prey quickly across hard and even bottoms. They will chase bait off the bottom towards the surface and on at least one occasion, I saw these fish cavorting through sand eels on the surface like school bass. Many are caught while jigging, casting, and trolling. These techniques may take sea robins, but bait accounts for far more individuals. Unlike the very sensitive tilefish, sea robins are very hardy and they can tolerate a wide range of temperatures from near 40° F., to 70+ degrees.

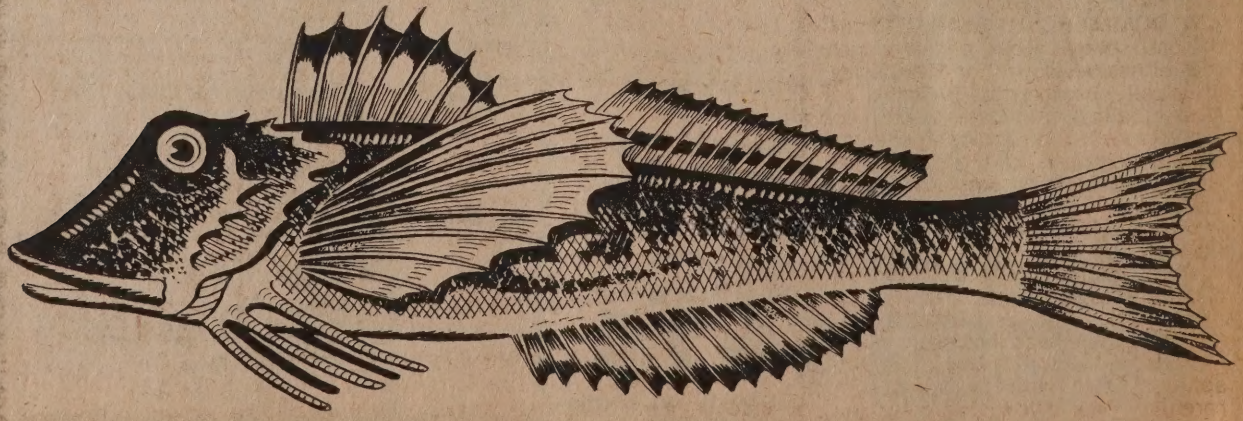
RANGE: Although the range of this fish is large, extending from as far north as the Bay of Fundy to as far south as South Carolina, the bulk of the population inhabits the waters of southern New England.

ANOTHER INSHORE-OFFSHORE MIGRANT. Cod, pollack, weakfish, bluefish, sea bass, porgies, fluke, flounder, and whiting have already been described as migrating seasonally from shallow inshore waters to wintering grounds on the Continental Shelf. Maybe humans like to go south to sunny warm beaches, but most of the inshore summer species that we pursue would rather head east into the abyss that is the ocean over the Continental Shelf. So, we add the sea robin to this list. Draggers and research vessels have taken them during January and February in water that ranges in depth from about twenty to one hundred fathoms. Furthermore, summer samples reveal that at least a small portion of the population remains in the deep water for the bulk of the summer season.

MESSY EATERS. Sea robins will eat a variety of foods. This menu includes shrimps, crabs, squid, bivalve mollusks, worms, and small fishes (if they are slow enough to be caught by the not-so-speedy robins). However, seaweed is commonly found in the bellies of this fish, along with bits of other debris which would indicate that the species is not a fussy or careful muncher!

SPAWNING. The timing of spawning appears to be very dependent upon latitude and consequently, water temperatures. Although little precise research has been done, the likely range of temperature within which spawning occurs is fifty-eight to sixty-five degrees Fahrenheit. Those of you out there who are either amateurs or professional fisheries biologists—hold those cards and letters. The timing of spawning is an estimate at best for most species and that is why a temperature range or seasonal period is offered to describe it. However, with respect to the sea robin, I admit that I'm on very shaky ground! Here's why: in the waters off Massachusetts, spawning fish have been described from June through September and it is believed that the bulk of the spawning occurs in July and August there. However, in waters around New York and New Jersey, the peak of spawning activity appears to be in May and June. Now, to further complicate the situation, you will recall that we previously stated that some of the sea robin tribe stay offshore all summer as well as winter.

OFFSHORE SPAWNING? Samples taken in January in fifty (50) to fifty-five (55) fathoms contained roe in the developing stage. Scientists measured the volume, density, and size of the roe as well as the sizes of



individual eggs. From these measurements, they estimated that some of these females might be ready to spawn as early as April. Could it be that some of these individuals spawn in deep water over the Shelf? Tomorrow's research will give us the answers.

EGGS. One of the differences between the sea robins and the sculpins is that the sculpin eggs sink, while the sea robin eggs are buoyant. The eggs are yellowish and this color is a result of the fact that each egg contains between ten and twenty-five oil globules. These globules vary in size, which accounts for the variation in numbers: ten large ones containing as much nourishment for the developing embryo as twenty-five small ones. The eggs will hatch in about sixty hours at seventy-two degrees Fahrenheit. If the water is slightly warmer they will hatch slightly faster, although if it is much warmer than seventy-five degrees they may not hatch at all. In colder water, the eggs will taken longer to hatch.

WHAT IS THE VALUE OF A SEA ROBIN? I guess that depends upon who you ask. Many fishermen consider them a pest since they steal baits meant for such favorites as fluke, weakfish, sea bass and porgies. However, there are some anglers who are delighted to catch a robin because they fillet them and eat them. For many people, the meat of a sea robin is a treat, not a nuisance. Other fishermen deliberately fish for sea robins because they consider them to be excellent bait, and indeed they are. They are a favorite of fluke fishermen who cut them into long, tapering strips. I'll never forget this one guy I spied on the beach one October afternoon. As I descended onto the beach from the parking lot, I noticed that sand eels were spraying here and there and that something about the size of a school bass was smashing them relentlessly. Naturally, I became excited and quickened my steps. But as I walked, this fella hooked into a fish and by the time I was near him, the fish was landed and unhooked. He eagerly added this specimen to the pile he was gathering on the beach. The fish he caught were sea robins and he took every last one on a popping plug!

A COMMERCIAL MARKET? In the past several years, a commercial market has developed for the species principally because of its value as lobster bait. Most lobster fishermen would rather have something else for baiting their pots, but there are times when other baits become scarce and the sea robin fills the void.

SEA ROBINS ARE FRIENDLY FISH. Many fishermen kill or abuse these critters. But they are harmless and if they are unhooked with either a disgorger or with the help of a rag, the fisherman need not fear injury from either the gill plates or the spines. Let's release these fish carefully. They have their place in the scheme of the sea.

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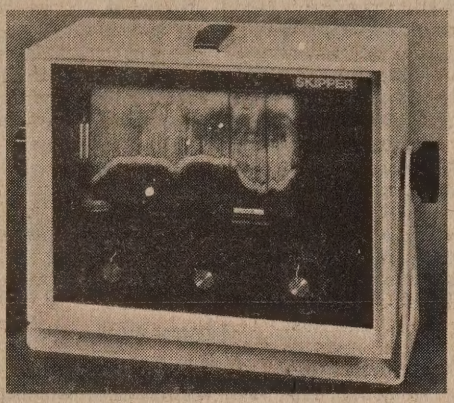

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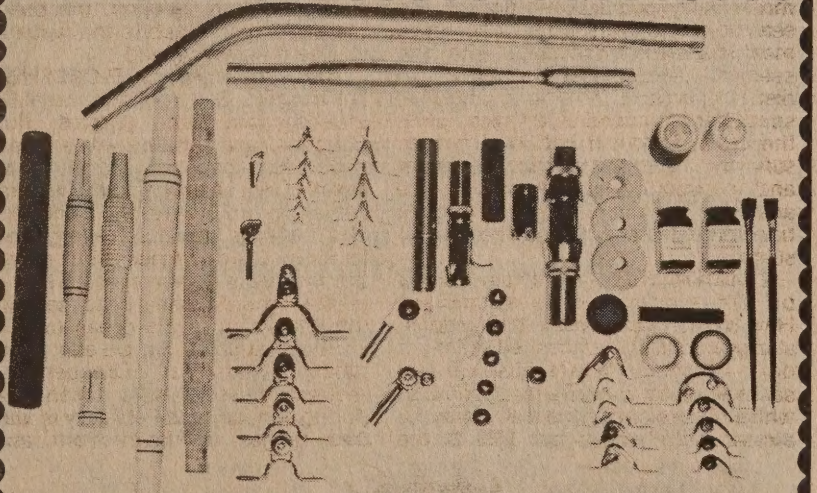

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Sinker Bouncing

with Matt Ahern

How to become a Master Fisherman

Master Fisherman'' is the title I've given those anglers who seem to have little difficulty putting fish in the bucket. From years of observation, I believe I'm justified in saying these excellent fishermen are far from common. But then if they were, where would be that much-desired distinction?

What makes these guys tick?

I wish I knew. In fact—I wish they knew. Whenever I question these experts, they seem to take for granted that their outstanding skills aren't really outstanding at all. I don't think, though, this comes from any sense of false modesty. Most can't understand what the fuss is all about. According to them, there's nothing to it.

But I don't buy that.

No run-of-the-mill angler achieves master fisherman status without some effort on his part: often quite a bit of effort. Granted, some seem born to the sport—they can do nothing wrong—but most fine fishermen become expert by making up their minds that come hell or high water, they're going to excel at their chosen sport.

Take Al Dunn, for instance. Al's a neighbor and fishing buddy of my old friend, Artie Leidecker (who, incidentally, is the best codfisherman I know). I remember Al's first fishing trip which, as luck would have it, happened to be for cod. Fortunately, on this particular day, we had some fair action, and as it turned out, Al was not only high-hook—he also got the largest cod.

I'm sure Al realized at the time he was lucky and I also believe he understood that without Artie's expert guidance, he wouldn't have caught any cod at all. Al immediately became enamored with the sport, but he didn't rest on his laurels. No, sir. He threw himself wholeheartedly into the game and steeped himself in as much knowledge as possible. No effort was too much. The result: today Al Dunn is a hard man to beat at the bottom fishing game.

But I know this didn't happen overnight, no matter how zealous Al's efforts. I sometimes wonder if Al had not been so successful that first time out, would he have lost interest. Perhaps not, though. I've known fishermen to fail in their few attempts and later turn out to be tough competition on the fishing grounds. But these fellows all have something in common—a heart-felt desire to master their sport, no matter what the cost.

That desire to excel is without question the most important requisite to becoming a master fisherman. You've got to want to be that guy so badly, you can taste it. If you have that yearning, you can't miss.

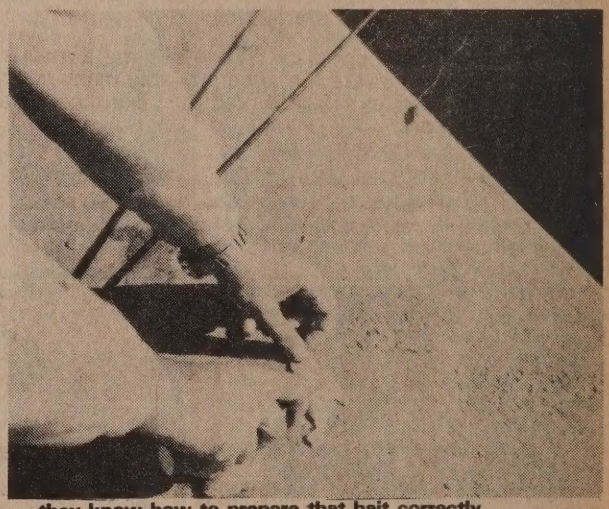
Not only must you love to fish, you must also love the fish. As Artie Leidecker once told me: ''If you have no respect for the fish you catch, your sport won't respect you.'' And that's it in a nutshell. If you doubt this, notice the character who is unnecessarily cruel to the small fish he catches. If that so-called ''sportsman'' ever attains the status of master fisherman, I promise you, I'll rack my rods.

You can't afford to be a fair-weather fisherman. You've got to be willing to try it when those dark clouds come rolling by. Else how can you get a comparison? All within reason, of course. No fisherman in his right mind would venture forth during a gale, but neither should you become discouraged by a few raindrops.

You've got to learn the basics. There's much to learn in this department and it does take time. You won't conquer Everest in one day.

Every expert fisherman I know has at least a nodding acquaintance with the following: how to make up terminal rigs, not only for the fish sought, but also according to the type of bottom being fished; how to tie those knots needed for making up terminal tackle; how to select the proper

Master Fishermen know the value of fresh bait, and...



they know how to prepare that bait correctly.

They know how to clean and fillet their catch.

sinker; how to select hooks; how to snell those hooks; how to interpret weather signs; how to use bait according to water temperatures; how to clean his catch quickly and easily, with little if any waste; how to fillet that catch if he so desires—including fluke and flounder. And last, but not least by any means, the whys, wherefores, and importance of keeping accurate fishing records.

These are the basics. Without them, few fishermen get far.

Just two more requirements and we're through.

Read everything pertaining to fishing on which you can lay your hands. And then study and apply what you've read. As you gain experience, you'll find some of these things you've been reading leave much to be desired, but you've got to be able to separate the wheat from the chaff. When you find this happening, you know you're making progress.

Lastly: experiment. This should be the key word in all your undertakings. Never lose sight of the fact that those fishing methods you now use were at one time some master fisherman's experiment.

In this respect, I'm reminded of my friend Artie Reilly of "mackerel gal.e" fame. Artie came up with a mackerel rig so deadly it revolutionized mackerel fishing for the sportsman. So well did he do his job, some conservation-minded fishermen wanted his rig outlawed! You can bet Artie did plenty of experimenting before he came up with that.

And that's it.

These are my thoughts on how to become a master fisherman. I'm well aware there are probably many other methods used to achieve that coveted title, but those I've given you will work.

The rest is up to you.

CORRECTION: **Issue No. 1. In his column *Sinker Bouncing*, MattAhern suggested that our readers contact Reading Instrument Company if they were interested in cast iron molds. We have been informed that this company is no longer in business.**

The threat of a few rain drops means nothing to Master Fishermen!

Surf Side: *(Continued from page 10.)*

to give the lure just a hint of frantic activity.

Those curly tailed plastic jigs are very good lures, too, and have been neglected by many fishermen in our area. These lures will work at times when others will not. Watch the hook size that comes with the model. Many of the lures were made to be used in fresh water and they come equipped with tiny wire hooks. The gold hooks are usually the culprits, so select those with traditional tinned hooks. The curly tailed jigs are most effective in black or red, but I have seen some bizarre colors take fish, too. These lures

(Continued on page 23.)

From the folks who brought you the TRUCK SHOP

We at *P.J. Grady's* would like you to know that although we opened the TRUCK SHOP to offer to four-wheelers the finest in off-road products from Hickey, Rough Country, Dick Cepek, etc.—Our truck expertise also extends to "bread & Butter" commercial transportation.

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Surf Side

with D. W. Anthony

LURES for 1978

Well, this is it—the beginning of a new year and as I think back over what has happened in the surf this past year, there are good memories and bad memories. Except for a few innings here and there, the bass were a big disappointment and this has to rate as the biggest bad memory of the season. We tried hard enough, but the results were meager, to say the least.

Still, there is one very positive impression and it's one that has been building; becoming more and more positive for each of the past three or four years. The surprise was bait fish not predatory fish. That's right, and sand eels were the menu. Each spring we have noticed that there are more and more sand eels in our waters. This is good news as far as I'm concerned, because it seems that everybody loves to eat sand eels. Many surf nuts are upset by the presence of hordes of sand eels—especially when the bait is small. I must admit that it is often hard to take predators when the water turns black with sand eels. Frequently, the game fish will swim through a river of bait with their mouths open and they are not likely to be hunting particular individual bait fish.

But there are ways around this problem and we'll look into these a little later on. Although I hate to say this, because every time I make a prediction Mother Nature sees fit to knock me on my butt, I can't see how the sand eels won't be bigger and better than ever during the season of 1978. It's been awhile since this bait was so plentiful and I suspect that many fishermen have forgotten how they would use artificials to fool game fish when sand eels were the target bait. I know that I've forgotten and I had to spend a lot of time remembering, with a little help from my friends.

Now's the time to prepare for next season. What lures do you carry in your surf bag? Let me guess! Rebels, Red-Fins, a popper or two, a spoon or other tin, and in the fall, maybe Darters and bottleplugs. There is a chance that you like the Atom plugs and so they're in the bag, too. Well, these artificials are great choices, but they frequently will not satisfy when weaks, bass, and blues are cruising through sand eels.

I tell you there is nothing more frustrating than standing on the beach watching good fish frolic within casting range and not being able to touch them. You go through everything in your bag once and maybe twice, but no takers. When you do hang a fish—even on tried and true artificials—you somehow have a feeling that your catch was blind luck! Has that ever happened to you? Don't say no! Wasn't that you on Makamah Beach a couple or three years ago when the blues rolled and jumped, but wouldn't hit for anybody?

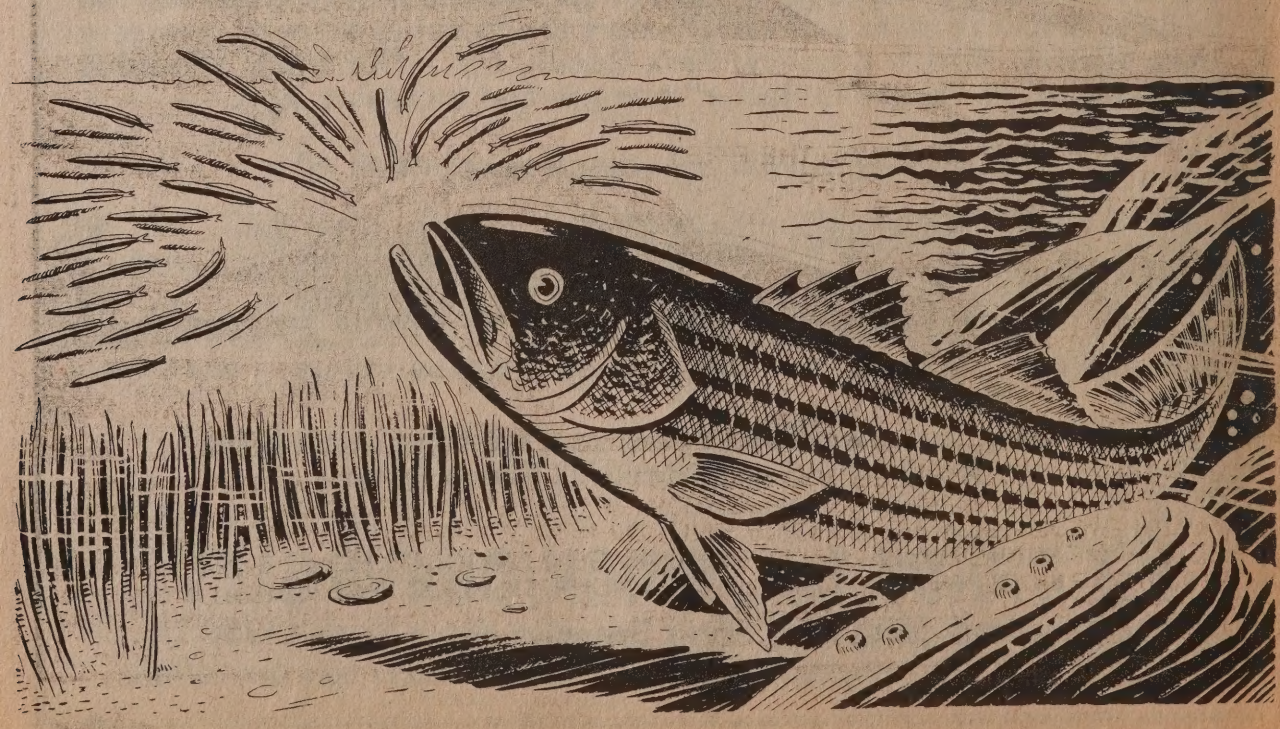
Nobody in his or her right mind would guarantee anybody a fish, but there are things that you can do to improve the odds. Reason it out. If the bait is so plentiful that you can't take a fish, then you've got to first get the fish's attention. Make sure that you have bright colored lures in your bag and don't shy away from bright red, yellow, and green. All of these colors are shades that schools of sand eels give off. A very bright version of what may only be a hint of color in the bait may be enough to grab the attention of a good fish.

Don't forget those long, slim tins either. They wiggle and twist like a sand eel. However, avoid the fast retrieve. The fish that you see rolling on the surface are more than likely not going to notice your offering. I know it's hard to keep the adrenalin under control when you see fish breaking, but it's necessary. Work those tins right along the bottom where a game fish may be resting momentarily. Lift the tin quickly every once in awhile and then let it flutter back to the bottom. Make sure that your hooks are sharp because the hits are often very light and you'll need all the penetrating power that you can get.

Plastic eels are thought of as poor lures by some surf fishermen, but they have their great moments particularly when either eels or sand eels are abundant bait. Once again, work the eels close to the bottom and try for the fish that are out of the melee on top.

There are also a variety of tube lures that are effective imitations of sand eels. The Tri-Fin Whiptail and Tri-Fin eel-worms are good examples. Other good lures are the Bingle Lancer and Pussy-Cat tube lures. At times, the effectiveness of these lures is increased by adding red pork rind. Tube lures should be worked close to the bottom also, but the rod tip should constantly twitch gently

(Continued on page 9.)



THE FISHERMAN "IQ" TEST

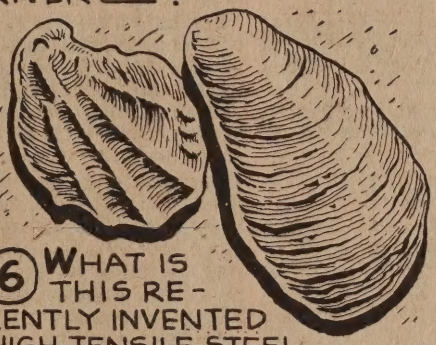
(1) TILEFISH, DOLPHIN AND GROUPERS ARE CONSIDERED THE TASTIEST SALTWATER FISH. TRUE ☐ FALSE ☐.

ANSWERS AT BOTTOM OF THE PAGE.

BY FRED GUARDINEER

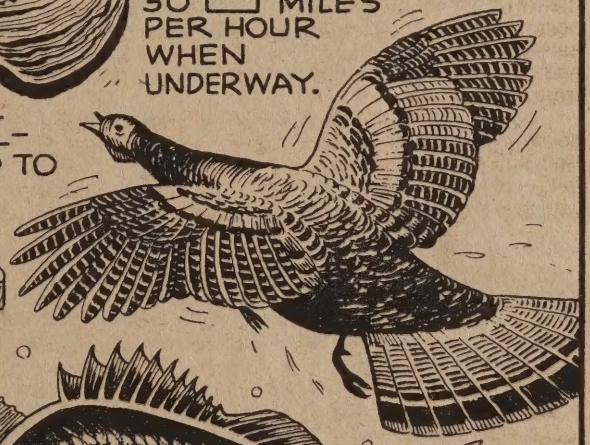
(2) THE DODO BIRD, LARGER THAN A TURKEY AND RELATED TO THE PIGEON, COULD NEITHER FIGHT, FLEE OR LAY ITS ONE EGG OUT OF REACH. IT BECAME EXTINCT IN
1544 ☐
1644 ☐
1744 ☐.

(3) WHICH RIVER IN THE U.S. IS THE LARGEST SEED OYSTER PRODUCING AREA IN THE WORLD? CONNECTICUT RIVER ☐ JAMES RIVER ☐ MISSISSIPPI RIVER ☐ ?



(4) FOSSILIZED SHARK TEETH FOUND IN MARYLAND, DELAWARE AND CALIFORNIA COULD BE 20 MILLION YEARS OLD ☐ 150 MILLION YEARS OLD ☐.

(5) WILD TURKEYS CAN FLY 30 ☐ 40 ☐ 50 ☐ MILES PER HOUR WHEN UNDERWAY.



(6) WHAT IS THIS RECENTLY INVENTED HIGH TENSILE STEEL CONTRAPTION AVAILABLE FOR BOATS 10 TO 100 FT?

(7) WHEN AND WHERE WAS THE FIRST ARTIFICIAL FISHING REEF CREATED IN THE U.S.?

1-TRUE. BUT MOST SALTWATER FISH ARE GOOD TO EAT AND FRESHNESS COUNTS MORE THAN SPECIE. PERSONALLY I'LL TAKE A BIG FAT EEL. 2-1644. DISCOVERED IN 1638 ON THE INDIAN OCEAN ISLAND OF MAURITIUS IT WAS SOON EXTERMINATED BY COLONIZERS, THEIR DOGS AND PIGS. 3-JAMES RIVER IN VIRGINIA. 4 – BOTH. 5-50 MPH. 6-NEW WISHBONE NON-FOULING ANCHOR BY WISHBONE MARINE PRODUCTS, POMPANO BEACH, FLA. 7-THE "SCHAEFER REEF" IN MARCH 1953. 14,000 DONATED WOODEN SCHAEFER CEMENT FILLED BEER CRATES DEPOSITED OFF FIRE ISLAND.

INSHORE FISHING

with Scott J. Simons

How-To Make Chum Pots & Bait Cars

The first logical question you may have about making chum pots is: "Why?" The logical answer is: "Why **not**?" But there are actually several very good reasons for making your own chum pots, eel cars, bait traps, etc. First, it gives you something to do during the winter months, when doing almost **anything** that can be considered related to fishing will at least leave most of us with a warm feeling inside. Second, by making your own, you can customize the design to your own personal needs and preferences not necessarily in commercial models. And last, but not least, you can save a heck of a lot of money. It's really hard to say how much it will cost you to make a chum pot, because many of the components can be scavenged. Use a little imagination and don't be afraid to improvise! The only thing that you really have to purchase is the wire mesh screening. It can be purchased in almost any hardware store or store that has a hardware section. Usually it comes in rolls with about a three-foot width. You just say how many running feet you want and the proprietor will measure and cut the length for you. The mesh size you will use depends on what you are making the object for and is largely a matter of personal preference. My recommendations are: chum pot for clam bellies or ground bunker - half-inch mesh; chum pot for clam bellies to be used for flounder - quarter-inch mesh; eel car for carrying live eels - three-eighths inch (or smaller) mesh; bait car for killie or other baitfish - quarter-inch or less. I suggest that you buy about ten running feet of wire mesh, which is enough to make at least four chum pots or bait cars, with room to spare.

Other items you will need can usually be cannibalized from the kitchen or a well-cluttered garage or attic. First you will need some type of hook mechanism that can be lashed to the chum pot so that you have a place to attach a line to it so that it can be pulled in. Most anything will do, and a check in any hardware or housewares department will be fruitful. You will also need something to weave the sides of the wire mesh together. Preferably it should be something that won't rust or weaken and break after being exposed to salt water for a lengthy period of time. I like to use plastic covered bell wire which is soft, pliable, and is very inexpensive when purchased in the coils in a hardware store. You can also use old monofilament or dacron fishing line or just about anything. That's all the components you need to make a chum pot (see Photo One), but there are many extras you may want depending on how innovative you are. If you want to give whatever you are making structural support other than that which the wire mesh itself affords, purchase a package of those three-foot length green sticks that are used in gardens for tomato plants, etc. Or you can use scrap pieces of wood, etc. If you are making a bait car or something that you want to float, you'll need some scrap pieces of styrofoam, which is easy enough to come across. Just lash strips of it inside the top of the pot. Personally, I don't like to have bait cars to float, particularly when they will spend a lot of time in the water in a marina, because there is also gas, oil or other gunk floating on the surface that can kill whatever you are trying to keep alive inside.

You'll also need something to cut the wire mesh. For the larger mesh sizes I have found that the wire cutter on the side of a pair of Sportmate pliers seems to be made for the job, or you can use any narrow-nosed pair of wire cutters. If you have a good pair of heavy duty shears, you really have it knocked. But whatever means you use for cutting the wire mesh, be careful and it's always a good idea to wear gloves. The cut mesh can scratch you up pretty good, especially when you are cutting from a rolled-up length of mesh that is very springy.

The basic method of making any type of chum pot or bait car is really simple—the door or lid that gives you access to the inside of the pot is the tricky part. Photos Two through Six show the basic steps. Follow the photos and instructions for the basic pot, and then we'll go into how to make a door.

PHOTO TWO. We are going to make a large chum pot for clam bellies. Using half-inch wire mesh, the dimensions of the chum pot will be twenty-seven inches long and the ends will be nine inches square. First, unroll the thirty-six inch-wide roll of wire mesh so that it lays flat. Then fold over nine inches of the screening, fold over another nine inches, etc., until you have four, nine-inch folds. Cut from roll and unfold so that it looks like that in the photo.

PHOTO THREE. Measure nine inches from one of the ends and cut. This leaves you with a section twenty-seven inches long for the body of the pot and a section nine inches long that will be cut up and used for the ends and lid.

PHOTO FOUR. On the nine inch piece of folded wire mesh, cut at one of the folds so that you end up with a piece 9x9x9x9 inches. This is the end of the pot that doesn't open.

PHOTO FIVE. The seams of the wire mesh are lashed with wire or monofilament line with a weaving type motion, joining the two pieces together. It's a good idea to make a knot every fourth or fifth square of mesh in case the line frays and breaks. Otherwise, one break in the line and the whole thing will unravel. After the twenty-seven inch seam has been joined, lash the nine-inch piece to one end. Make sure there are no gaps in the seams that an excessive amount of chum can escape from.

PHOTO SIX. Shows the completed chum pot with lid and eye hook. The lid is made from the remaining nine by twenty-seven inch piece with three folds. Unfold it so that it has a "U" shape and place it over the remaining end of the pot. The only place the lid is lashed to the main pot is at the bottom of one of the points of the "U", which acts as a hinge to open the lid. The eye-ring is lashed to the **inside** of the pot. You have to make a cut-out in the mesh so that part of the ring extends outside the pot so that you can tie your line to it. To keep the lid closed, gimmick up a piece of wire at the opposite point of the "U". That's it.

Naturally, the chum pot will need weight to keep it on the bottom. But you **don't** want to put the weight inside the pot itself because it will bend it up after extensive use, and the weight inside the pot doesn't seem to have much "holding" power for some reason. The best method is like I have done in Photo Six. The weight is attached to a separate piece of line, and is connected to the pot by a large clip. This allows you to detach the weight when not in use, providing for easier storage and you don't have to have weights for every pot. The same weight can also be used for marker buoys.

Line on the chum pot should have a small diameter. Remember, the larger the diameter of the line, the more water resistance it has, so you will need more weight to keep it on the bottom. You will also find that the pot ends up on the bottom a considerable distance behind the boat, which is a no-no. You want your chum to be as close to the boat as possible. The best thing you can use for your line is 200-pound test monofilament, but it is expensive. The plastic line sold for crab traps is also good. Use the finest diameter material you can find that is strong enough to hold the pot in a strong current without breaking and you'll be all right.

A different type of lid is called for on a bait car. What you need is a door in the top, which is easy to make. First, make the bait car the same way as described for the chum pot, but instead of the "U" flap at one end, make a permanent end at both ends. Then cut out a window in the wire mesh in the top of the bait car that is large enough for you to get your hand into. Then cut a separate piece of wire mesh that is at least an inch larger on all sides than the window. Center this piece over the window and lash one of the ends to the main bottom. The larger size gives you a door that overlaps the window by one inch, which

(Continued on page 27.)

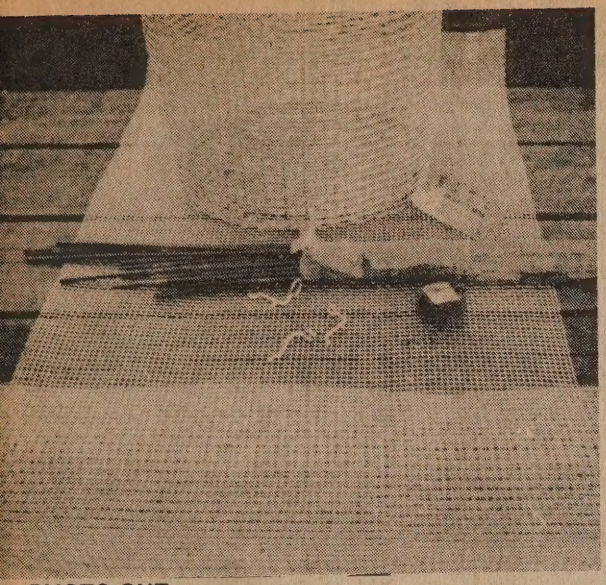
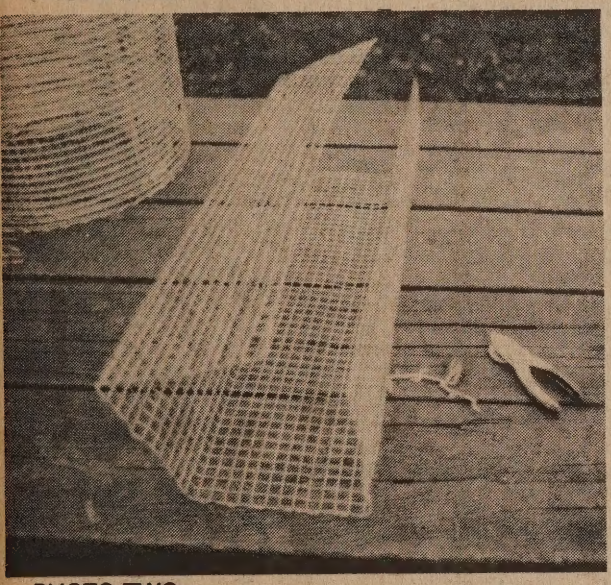


PHOTO ONE.



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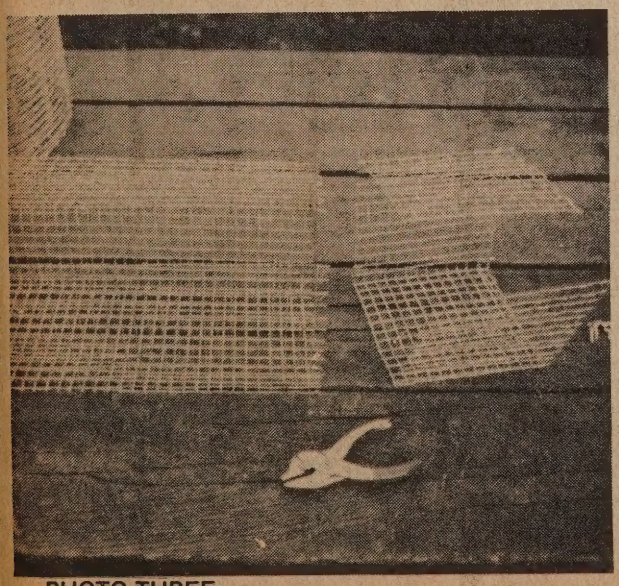

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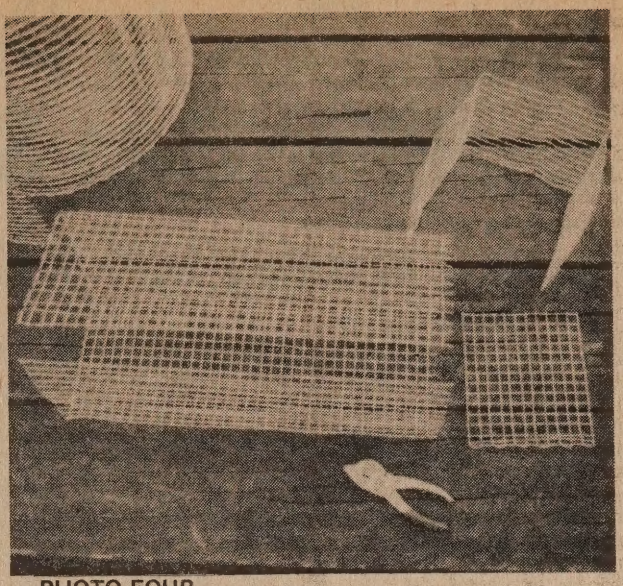


PHOTO FOUR.

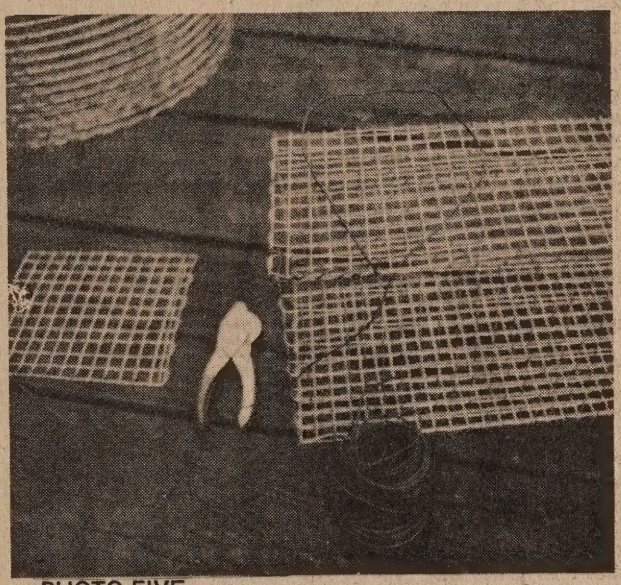


PHOTO FIVE.

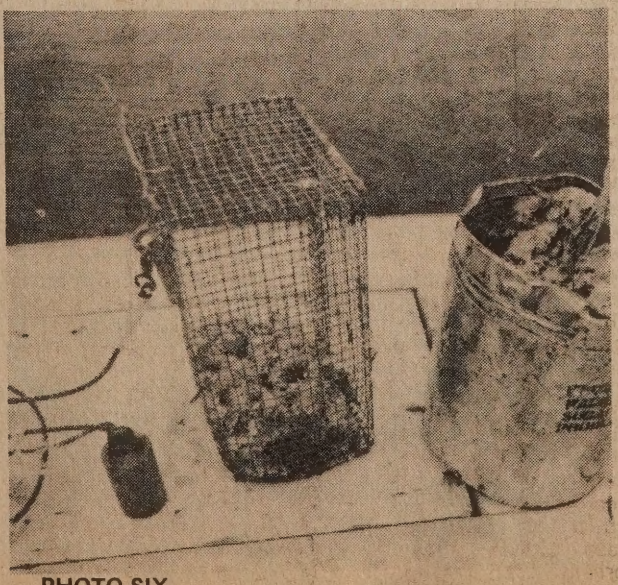


PHOTO SIX.

How to Build & Use Your Own Smoke House

by Capt. John C. Henning

So you want to smoke your own? There is, of course, a tremendous amount of work and joy involved in this project, and enough time to re-live the fun of catching the main course many times over.

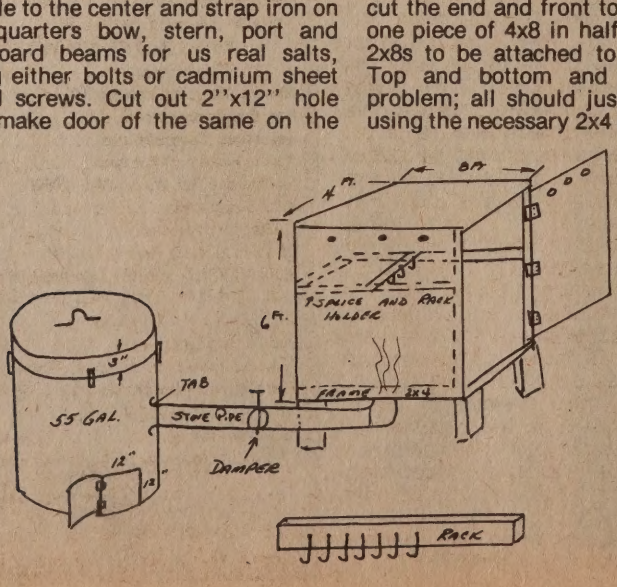
Instead of running this entire project past you real fast, let's slow down. We have all winter to enjoy this labor of gastronomical love. At this time, let's assume you have all the fresh or frozen fish you need. Your only problem is how to smoke it.

Yes, you can use those small electrical units sold here and there and create a marvelous smoke. But some of us would prefer to more than stuff that missing filling. Since properly smoked fish does keep rather well, let's try to satisfy those of us like myself with large appetites and big bellies.

Let's make the smoke house: one 55-gallon barrel; two - one inch hinges; one handle; eight feet of 8" or 10" stove pipe; one 90° stove pipe; one damper; four pieces strap iron; assorted nuts and bolts; two hook and eyes for smoker door; four 2"x4"x12'; four 2"x4"x8'; some 1"x4"; four cement blocks—and hold onto your wallets—seven 4'x8' exterior one-quarter inch plywood; three 2" hinges for door and quite a few hacksaw blades and a box of band aids for those of us who can't afford the electric sabre saw.

The fireplace: cut the 55-gallon barrel top off about three inches down. This is now your lid. Fasten the handle to the center and strap iron on the quarters bow, stern, port and starboard beams for us real salts, using either bolts or cadmium sheet metal screws. Cut out 2"x12" hole and make door of the same on the bottom of the barrel. This will allow for draft, loading wood, and cleaning. Don't put away that hacksaw or sabre saw (you landlubber); there is still the matter of the near-perfect 8" or 10" stovepipe hole to cut. All this is a sweet pain and could leave you with second thoughts at this time, but hold on—all is almost done. The barrel is cut, the handle is on the lid, the straps are installed that will keep it on top and in place. Our little stoker's door is cut and hinged. Install the stovepipe into the barrel. Now you reach inside and tab the pipe with sheet metal shears or your good old hacksaw; by now the electric cord of our fancy friend's sabre saw has been cut twice and he's out of fuses. This will prevent the pipe from pulling out or falling in. Install the damper between sections of stove pipe. The pipe usually comes in four-foot sections, only requiring an awl to punch the holes to hold this damper in place. You use this damper to control the amount of heat and/or smoke to the main smoke house. Just threw that in for those of us who never heated our bones by coal or wood (you lucky devils with the spinning electric meters).

To the end of the stovepipe we now add the 90° bend which will deliver the goods to the smoke house. It enters the smoke house from underneath. Yes, your jigsaw cut that hole in the middle of the 4'x8' pieces of exterior plywood. The main house is now ready for our attack. You must cut the end and front to 4x6 size and one piece of 4x8 in half, making two 2x8s to be attached to make sides. Top and bottom and end are no problem; all should just fit together using the necessary 2x4 on the edges, fastened with either galvanized nails or cadmium screws (I prefer screws).



The front will require the addition of the hinges; I leave the design t you to hinge right or left, but do no mix up the front from rear or yo won't know whether to climb in o crawl out. Use three good hinge equally spaced to hold the front door A 4x6 sheet is quite heavy and a sometime or other, the wind will d you in. Put a few holes along the to of the house, using a 1/2" or 3/4" auger bit (borrow our lucky friend' electric drill). Not too many holes— you can always add if you have t later; four per side is enough to start

You will have to have a fairly goo and rather large round thermometer Drill a hole to its diameter about 18" down from top of house. This is wher the thermometer will be inserted t read the heat within. Simple 1x2 ca be used to make our meat racks. prefer to hold fish or whatever o fishhooks. You can buy stainless stee hooks 5/0, 6/0; file off the barbs screw or tack to 1x2, and slide thes into the house using the framework o add pieces of furring to hold them up Eels and small fish hold well on th hooks, the bony heads provide goo support. When the fish is heavier tying with a piece of string will wor best. A fish that is hung instead o laid down is one thousand percen better. That was our purpose to star with, right?, a good quality product We'll cover this later on, once we ge to the fish portion of this project There will be a considerable amoun of oil droppings, so make sure th house can support you as you ma have to knee up and reach in to clea it. A natural slope of the land is bes or place the barrel in a small hole t keep the smoke house from gettin too high up off the ground. The few extra bucks involved in making thi smoke house will pay for itself i convenience and the ability to smok large items (marlin or hams, etc.).

A good coat of paint on the outsid **only**, will finish the house. The inside should be left natural since th droppings of oil and the smoke wi undo any paint job the very first time

This house will support and smok up to several hundred eels hanging or as few as you like. Larger fish wi cut down on available space, but hov much can one eat at a time.

Next we cover the goodies and th cooking of same.

The fun of building the smokin

vehicle which will deliver these succulent goodies to our overly large, but empty bellies, is now behind us. So let's get on with the eating.

We place our fish in a tub: plastic or porcelain only. What's that? You have no goodies. Well, let's find some. If it is winter, around Christmas, eels should be available. We gather these little morsels with lots of sweat, blisters, and hot coffee.

The eels will bury themselves and hibernate for the winter in a mixture of sand, gravel and mud. The real thick and soft mud will yield little. Find the edge where the sand and mud meet and there you have your most productive spots. Eels gather together and where one is found, usually dozens are hiding. I've speared hundreds from such small areas, you would swear they were all in a five-gallon pail. Be that as it may, the winter is surely a good time to gather your eels.

Ice (frozen over canals) helps and is much easier than doing this from a boat. Whatever, take no chances with thin ice or slippery boats. Once in that cold water you have seconds to get out and with those heavy winter clothes on—forget it. Your eel spearing will have ended, but permanently.

Well, we're back home and now have several pounds of eels to clean and smoke. Did I say clean? This next paragraph will make you glad you read this: I'm sure to get it for telling these secrets, but here goes.

First, you must clean the eel skin perfectly. This can be done by using **lime**. Yes, lime, but remember, this is a special lime used by the water works as an additive to sweeten the taste of the water. It is **not** the hardware store variety used in cement or garden work. You can purchase this lime—which has about a one-year life—from Agway in Islip.

Put eels in a five-gallon pail with one pound of lime and add about thirty eels, cover with water and stir every five minutes. If eels are alive—and they should be, you just came home—about one-half hour is all it will take to make those skins squeaky clean. Flush with garden hose and wipe dry. Some lime will gather in the mouth, so be sure to clean this area well.

Now let's open up this little devil and clean him. Use a very sharp knife, preferably thin, and open from head to vent. Carefully scrape clean using a strong teaspoon. This should scrape along the backbone and remove all veins and intestines in a single scraping. Just past the vent we have an area of blood (clotted); cut past the vent hole about two inches, now slit the tail making sure to cut diagonally through the backbone; this will hopefully allow you to get the spinal bloody vein out of the eel. Use your spoon and scrape this blood clot out, scraping toward head. Notice the rear part—it should have the vein attached. It **must** be removed, and runs the entire length of the eel. Leaving this vein in will spoil the meat in short order. You will have a ball removing this and sometimes you will have to actually open the entire length of the bony spinal column to scrape this out. We have worked hard so far, let's not skip that vein. We also like fried and pickled eels and those stubborn little devils could be utilized for this purpose when that vein just refuses to be removed.

Other more convenient fish, such as mackerel, whiting, etc., have to be scaled and cleaned well, removing gills and other non-edible meat in the head area. Being a thicker and more rewarding meat source, some of us will prefer to use these fish due to the lesser work involved. Sea robins, blowfish tails, also smoke well. Marlin, striper, bluefish, weaks—almost any fish is smokeable. The more oil contained in the fish, the greater leeway we have in cooking these fish. The following is a general rule for eels. You will have to modify for your heavier fish and personal taste.

After fish is cleaned well using a heavy salt bath as the final washing to remove the last of the lime and blood, place fish in a spice solution you have prepared. My taste may not be yours, so at this point you will start becoming the gourmet. A coffee cup of mixed pickling spice in five gallons of water, covering eels for three hours is quite good. Now, out of the pickling and you hang the yummies up. One per hook, through the under-jaw and out the upper. Tie any fish weighing a pound or more with baker's twine; this will keep them from falling during the smoking process. Fish must hang until dry about one hour before smoking. This is important—until **dry**.

Hanging your fish is most rewarding in the even cooking and smoking. This will give the most even and delicate taste we are all after. Now place in smoke house and let heat reach approximately 160° F.; four hours of 140° to 180° should fairly well cook all but the largest eels (over one-and-a-half pounds). Now lower the heat and allow more smoke at 80° F. to 120° F. This should be for approximately six to eight hours. The last hour you should throw some brown sugar on the fire; this will give the smoked fish that little extra flavor.

All temperatures should be rather carefully adhered to. Too much heat will over-cook and dry out this gourmet delight. There are many fishes to be enjoyed this way. Try them all. Just adjust the time of high heat (the actual cooking process) for the larger fish. The lower heat usually supplies mostly smoke for that real down home touch. All edible nut and fruit trees make a good smoking fuel. Enjoy this entire project for many years and you'll be the proudest of your handiwork. Not everyone can complete this process from catching to table fare, but those of us who do certainly can be proud and will never lack for company when the smell of the smoke house fills the air.

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ROD BUILDING

Part Three—HARDWARE

by Dr. William A. Muller

GUIDES:

There are a number of different styles and qualities of guides available on the market today. The angler will have to make some decisions at this point. The type of guide selected will determine, to a large extent, the price of the finished product. It is my philosophy that if you are investing your time and effort to make a rod for yourself, that you should use only the best materials. Most commercial products are made with stainless steel guides. They corrode easily and even monofilament lines wear grooves into them in short order. Old-fashioned agate guides are still available, but they are heavy and they crack easily. In recent years, however, guides made of two materials have made a tremendous impact on the market. Tungsten carbide guides called "Carboloy" (trade name of the General Electric Corp.) are tough, long-lasting guides. Rods designed for wire line trolling are usually made with Carboloy guides because even the wire cannot groove the guides.

The latest guide material is a spinoff of the space age. A ceramic was developed by NASA to protect vulnerable nose cones of missiles and satellites. This ceramic material is made of aluminum oxide. There are both advantages and disadvantages to these guides. They are very hard, they offer very little resistance to the line so that longer casts are possible, and because they produce less friction, they are less abrasive to monofilament line thus helping it to last longer. However, the guides have been reported to have a tendency to crack more often than some other materials. Carboloy and aluminum oxide guides are much more expensive than stainless steel or chromed guides and are much more serviceable. Guides come in different frame patterns as well. These include: V-frame, U-frame, braced, and bridged.

Rods that will be used for offshore big game should be fitted with roller type guides which are sold in double roller and single roller styles.

TIPTOPS:

Many of the same descriptions for guides apply to tiptops. For the best all-around performance, but at a substantial price, the Carboloy tiptops are recommended. Roller tiptops should be used for big game rods and special tiptops are sold for fly rods.

FERRULES:

There are essentially two types of ferrules: center rod ferrules and a larger ferrule that is used where the main body of the rod fits into the butt section immediately in front of the reel seat. There are also special butt ferrules that are used for bait casting rods. The construction of most saltwater rods will bring the angler in contact with the first two types.

Ferrules come in two additions. The best are made either of chrome-plated brass or anodized aluminum. The newest ferrule comes with a rubber O-ring fitted to the male portion of the ferrule. Glass-to-glass ferrules are also possible, but at the present state of the art, I think that these are beyond the technologies of most fishermen.

REEL SEATS:

For most rods, a simple reel seat will do. It can be fitted to the rod blank by means of a bushing that is secured to the blank before the reel seat is fixed in place over it. The following materials may be used for bushings. Soft pine, cork, compressed fibers, and masking tape are all useful. The reel seats come in several different diameter sizes and regardless of the rod that is under construction, a seat can be purchased that will be slightly larger than the blank. A reel seat must have a soft material under it to absorb the stresses related to fighting a fish and to provide a surface on which the reel seat can be glued.

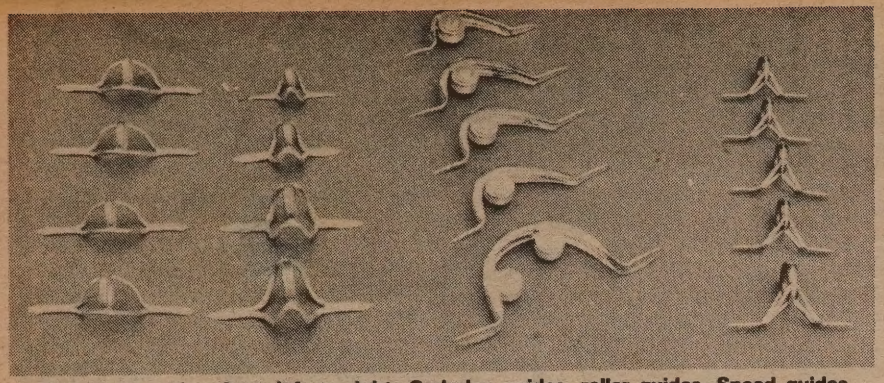
The inside of the seat (exposed brass) should be cleaned with steel wool and then grooves should be etched into the metal with a sharp metal tool. The grooves are best when they are spiral so that the glue has a curved surface to hold onto. The best glue to use here is a long curing epoxy cement. Do not use the five-minute types because they dry out and crack too easily. Some rod makers use Duco Cement, but I have found the best overall results with the epoxy cement.

Heavy duty trolling rods will require a reel seat that is equipped with machined hoods for greater strength and reliability. If the rod is to be made in two pieces joined above the reel seat, the seat should come equipped with thread locking rings.

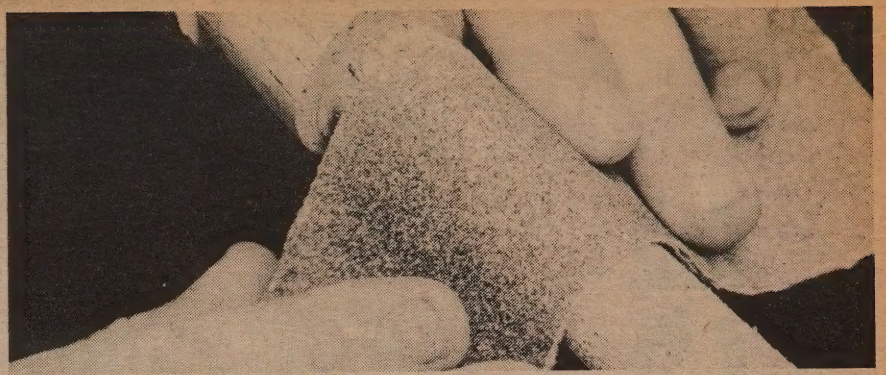
It is possible to purchase plastic reel seats, but I would not recommend their use for heavy duty purposes. One of the biggest problems with plastic reel seats is that the plastic threads wear down very quickly or crack under stress. However, they are quite serviceable for ultra-light action tackle.

Next Week: Designing the Rod.

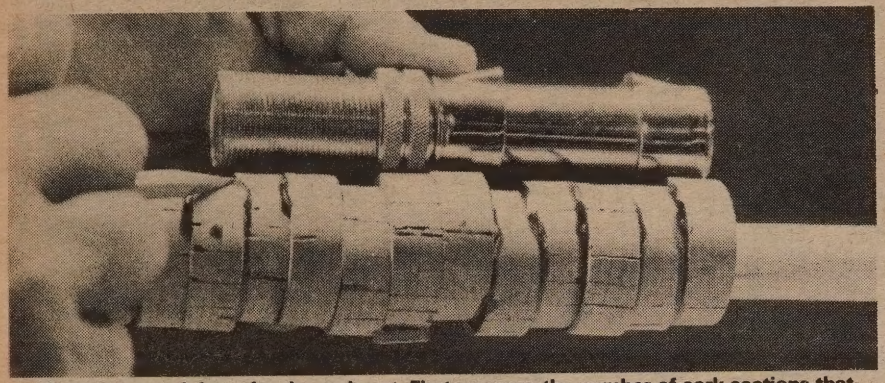
TIP-TOPS. From left to right: Roller tip, 2 carboloy tips, speed tip, stainless steel. ***Photo by Dick Mermon.***



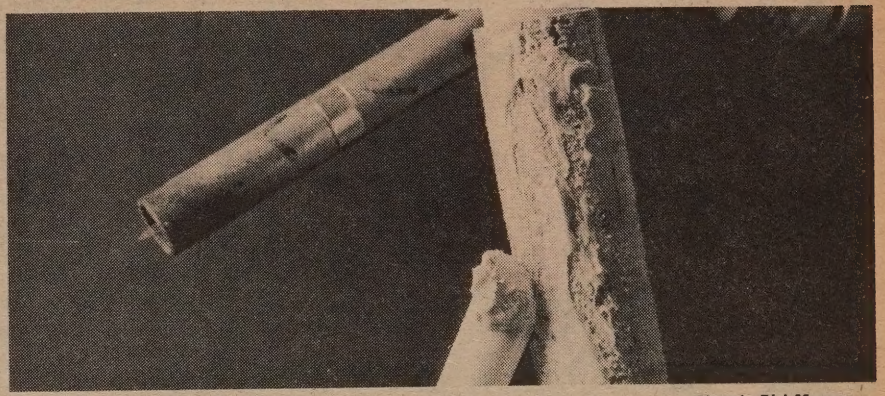
Variety of guides, from left to right: Carboloy guides, roller guides, Speed guides.
Photo by Dick Mermon



Use course sandpaper to even-out the cork and to develop the proper surface roughness to hold the glue.
Photo by Dick Mermon



Preparing a cork base for the reel seat. First measure the number of cork sections that should be filed down.
Photo by Dick Mermon



Apply glue or ferrule cement.
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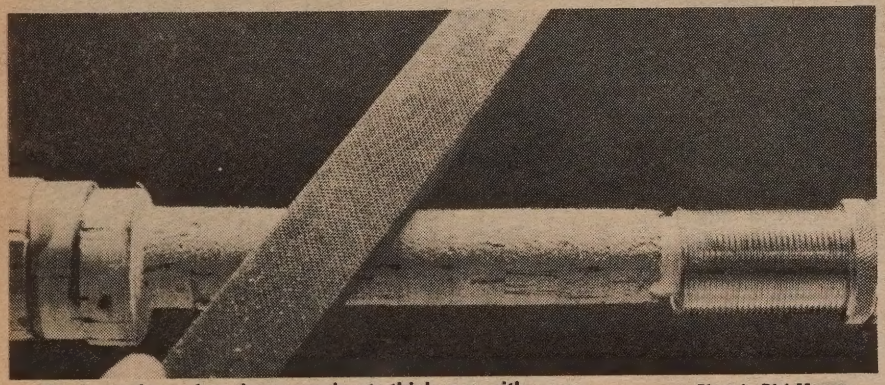
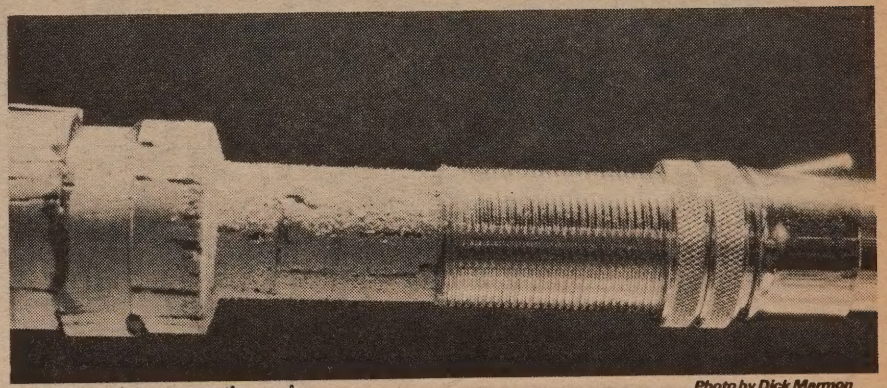


File down the cork to the approximate thickness with a rasp.
Photo by Dick Mermon



Slide reel seat over the cork.
Photo by Dick Mermon

LURE STORAGE

by Pete Barrett

A simple thing like storing lures in a clean, neat, and orderly manner can at times mean the difference between a good catch and perhaps only a few fish or even no success at all. Although fishermen usually rely on the tackle box as the traditional means to store and carry all their gear, a look at a charter boat can give you some ideas for better storage of the many things we take along on a day's fishing.

Although well suited to the majority of fishing situations for boaters and shore fishermen—especially the large jumbo tackle boxes put out by Plano and others—some saltwater gear simply doesn't fit into production boxes. Try wedging a bunker spoon into a tackle box and the lack of large space is readily apparent.

One simple solution used by charter boats is to store lures in large plastic buckets. Diamond jigs, bunker spoons, Spider and Banana tubes, bucktails and large, deep-running bass plugs all hang neatly around the rim of the bucket. It is an easy matter to grab a lure, quickly bend it to the line and place the second lure in its spot along the rim. Pork rind, a spare reel or spool, lunch, charts, lights, and even foul weather gear snugly fits in the bottom.

The buckets are available at many tackle shops, or you may find them at a local construction site as empty joint compound buckets; at printers' supply houses and at hardware stores. I even found one bucket at a delicatessen as a container for pickles!

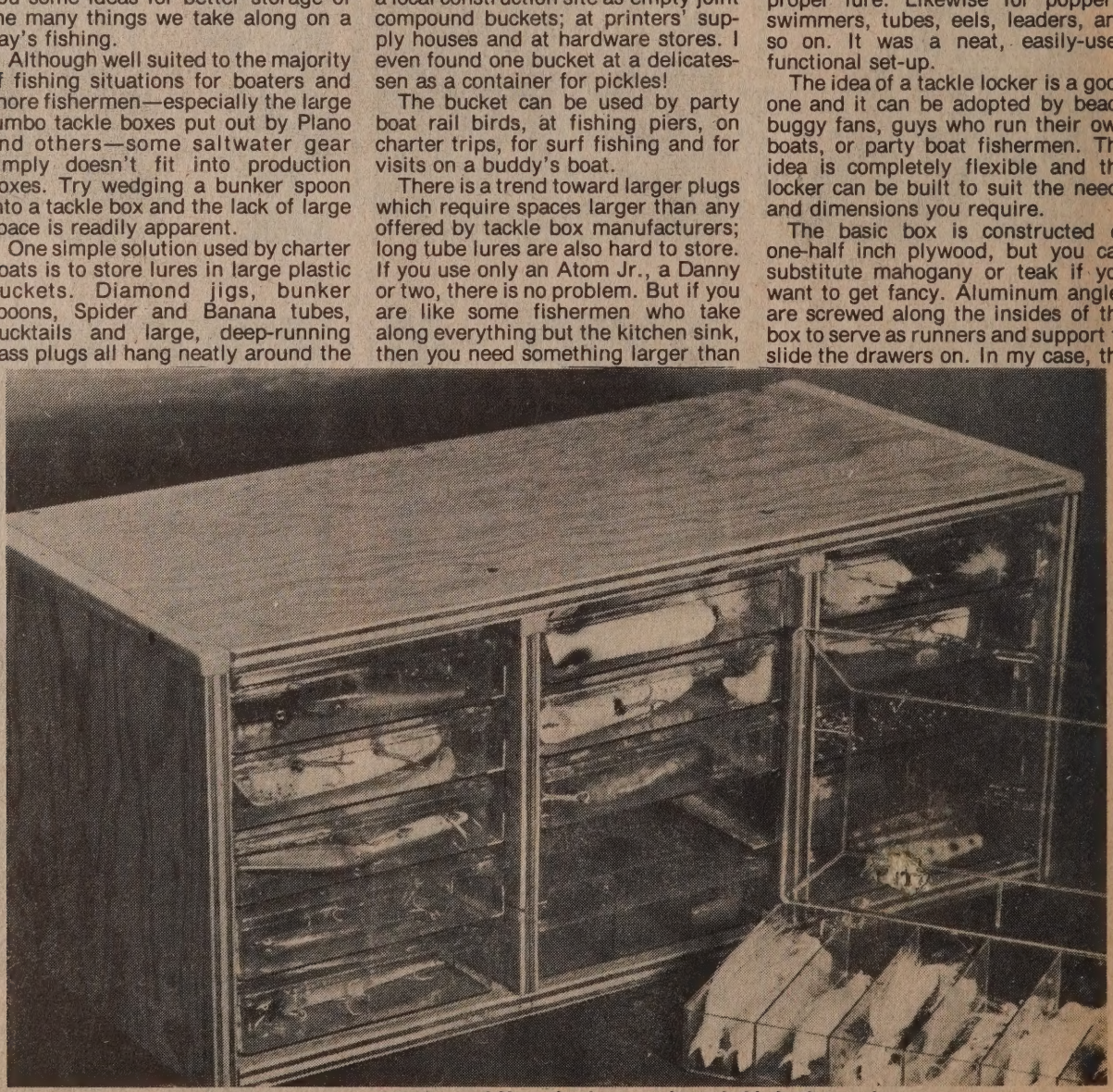
The bucket can be used by party boat rail birds, at fishing piers, on charter trips, for surf fishing and for visits on a buddy's boat.

There is a trend toward larger plugs which require spaces larger than any offered by tackle box manufacturers; long tube lures are also hard to store. If you use only an Atom Jr., a Danny or two, there is no problem. But if you are like some fishermen who take along everything but the kitchen sink, then you need something larger than a Plano 777.

My solution to the lure storage question was answered on a charter trip. The Captain had built in to the bulkhead in the fighting cockpit area a series of shelves and drawers to hold all his gear. When he needed a bucktail, he pulled out the drawer marked "bucktails" and selected the proper lure. Likewise for poppers, swimmers, tubes, eels, leaders, and so on. It was a neat, easily-used functional set-up.

The idea of a tackle locker is a good one and it can be adopted by beach buggy fans, guys who run their own boats, or party boat fishermen. The idea is completely flexible and the locker can be built to suit the needs and dimensions you require.

The basic box is constructed of one-half inch plywood, but you can substitute mahogany or teak if you want to get fancy. Aluminum angles are screwed along the insides of the box to serve as runners and support to slide the drawers on. In my case, the



Lure locker is constructed of plywood. Uses aluminum angles to hold plastic tray drawers.

drawers are simply Plano and Vichek plastic boxes, but someone handy with a radial saw could easily make wooden drawers if they desired.

The locker in the photo shows the basic construction and size of the locker I have been using. It fits into the console of my Aquasport and yet can be easily removed to be used across the back of my beach buggy by the tailgate.

The plastic boxes are labeled to quickly identify the type of lure or hardware in each box. ABS plastic boxes are used for plastic worms, Mr. Twisters and other soft plastic lures which eat into normal plastic.

I used one quart of Fiberglas resin, available at any marine supply store, and applied two coats to the inside and outside surfaces, making the locker virtually waterproof. So far, in one hard season with being jounced around in the boat and scuffed with sand in the beach buggy, the finish has still held up remarkably well and it looks like it will last for quite sometime.

The dimensions of the locker depend on the size of the boxes you will use for drawers, and how many rows of boxes you will use. My locker is three rows wide and five high, but you could make one ten high and two wide, or any other combination which will suit your purpose.

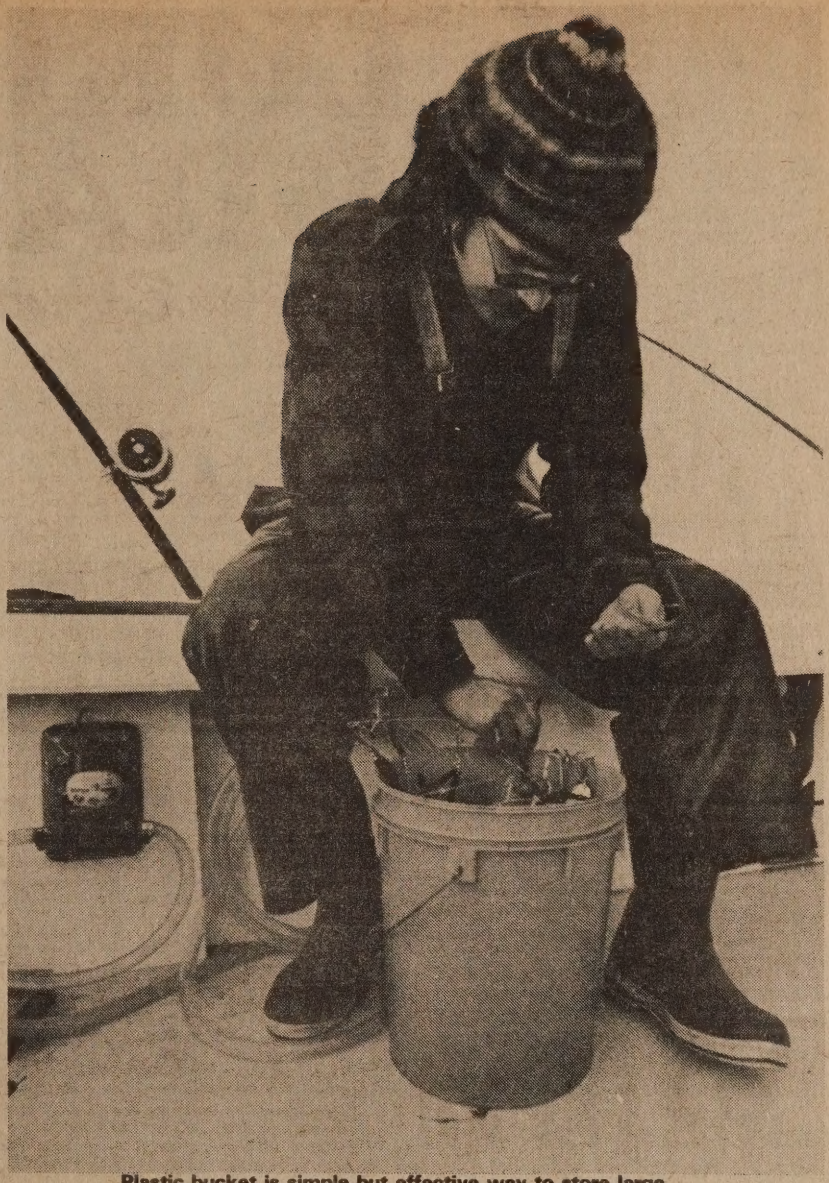
Although mine is rather plain, there are many ways to dress up the locker. Brass corners make it look like a professionally made cabinet; handles allow easier carrying; a front lid or door serves as a cover from rain and spray and can also be used as a cutting board. Additional compartments and shelves could be built in to hold spare reels, foul weather gear, charts and other loose items.

One of these days I hope to get enough time to make a "super locker" to fit across the entire back of my buggy. It will incorporate compartments for waders, boots, lanterns, bait, sinkers, spikes and the thousand-and-one other things for surf fishing.

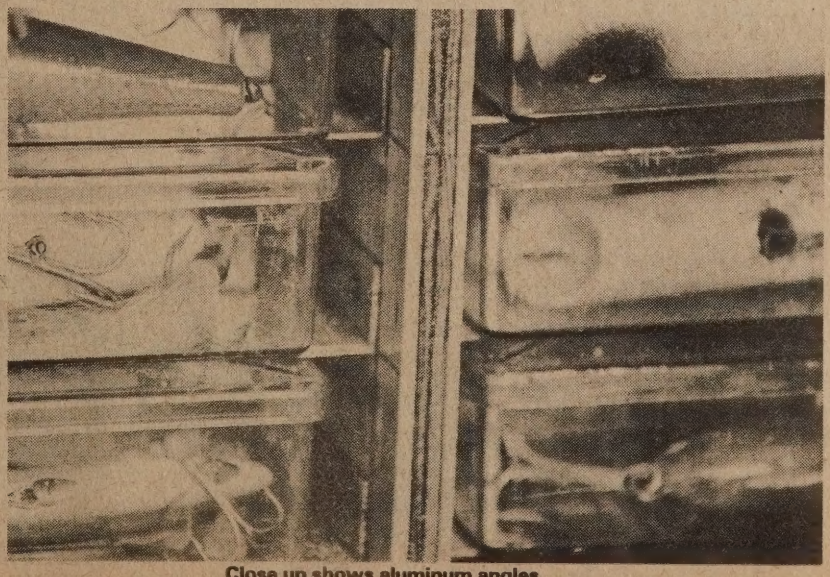
Center consoles of today's boats are easily modified to include a built-in (or removable) tackle locker. Most have a shelf that can serve as a firm base to build the locker and most consoles can be "opened up" to serve a more useful purpose by widening the openings with a saber saw and then re-installing the original moldings.

One dynamic console locker was built into the front of a locker console. A saw opened up the could[illegible] and teak doors covered the lo[illegible]h the weather. A large locker [illegible] also be built and securely mounted to the forward casting platform by using the same basic locker shown in the photos.

Whichever way you choose to build your locker, one thing is certain: you'll enjoy the fishing a little more as you search for that snap, leader, or plug a little less.



Plastic bucket is simple but effective way to store large plugs, tubes, jigs and spoons.



Close up shows aluminum angles.

SOUTH SHORE Fishing Report

MONTAUK

Capt. Paul Forsberg of the **Viking Starship** tells us that he had very good catches of cod all week long, weather permitting. The Starship is fishing Block Island and the cod are running from 5 to 10 lbs., with some a little bigger, really good eating size. Paul says that a lot of 10 and 12 pounders are being decked, with an average of 4-10 cod per man. He says to come down now while the fishing is strong for cod. Montauk appears right now to be the only area producing catches of codfish. Paul says that the fishing right now is the best in years, so take advantage of it.

CAPTREE

Capt. George Tweedy of the open boat **Capt. Scotty** reported that as far as he knows no boats have sailed out of the Captree Boat Basin in the last week due to the unabating storms. But George said that pre-typhoon, the whiting and ling fishing was very good only three to five miles off the beach. But the codfish were scattered all over the place making for slow fishing. The water is loaded with sand eels.

N.Y. BIGHT Fishing Report

FREEPORT

The Starstream did not get out this week due to extremely frigid weather, horrible conditions and no people. However, Capt. Richie says that conditions have got to get better and that the whiting are still biting.

The **Capt. Al** did not sail this weekend either for the same reasons as mentioned above, but as soon as the weather permits, the hardier of you readers to resume fishing, he will be ready and willing to put you on to fish.

SHEEPSHEAD BAY

Capt. Larry on the **Eagle** tells us that on Sunday his fares picked away at the whiting, working Scallop Ridge. Check the Eagle ad for the dates and time of his night whiting trips which are usually very worthwhile.

The Pilot II reports that on Sunday his fares enjoyed good catches of whiting and ling, mainly whiting.

Rev. Vincent Marchese took this 30 lb. 2 oz. striper fishing aboard Capt. Bud Dorman's "Viking Skipper II." The fish was taken in October on an eight ounce diamond jig with a green teaser and weighed in at Augie's Bait and Tackle. Subscriber Club Photo.

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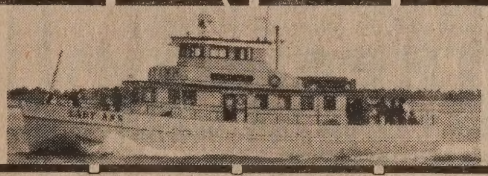

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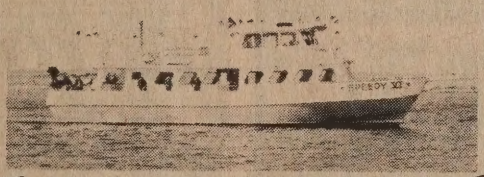

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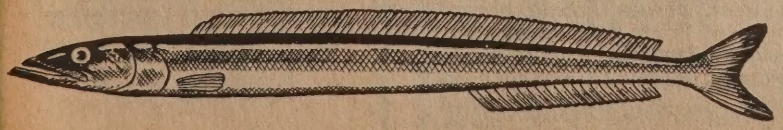

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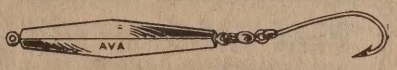

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SurfSide: '78 LURES

(Continued from page 9.)

should be cast out and allowed to sink to the bottom. Then the rod tip should be lifted smartly so that the lure lunges off the bottom. Reel in a few feet and then let the lure drop back towards the bottom. Repeat this action over and over until you get a hit. At times, the lures are most effective when they are retrieved slowly at a steady pace. This type of lure has much potential and I would suggest that the angler experiment with the lure to discover the unique preferences of the game fish in his or her back yard.

If you're like me, you like to fish at night when the crowds are thin and the game fish get hungry. Frequently, it is even harder to fool a game fish stuffed with sand eels during the dark than during twilight—especially since you'll prefer to use floating swimming plugs. In calm water, the temptation to use plugs may be too much to overcome. So, can we catch bass, blues, and weaks on swimming plugs under such conditions? Yes, but you may have to change your strategies a little. For one thing, try fishing low tide since as the water drops, the feeding zone for the game fish gets narrower and narrower and narrower and the sand eels are likely to spread out a little. If your records indicate that your favorite fishin' hole just doesn't produce on low water, you can try to find a very shallow area within the area you call "your spot" where these conditions may exist.

You see, when the sand eels spread out, the fish have to hunt for them individually, so there is a good chance that they will spot your swimmer. Work the lure slowly as if it were a sand eel that was injured during the twilight melee and somehow managed to escape. Let the plug sit on the surface of the water from time to time for short periods, since this is the most likely posture of an injured sand eel. The hits will come just as you resume your retrieve.

Many surf fishermen elect to circumvent the shallow water problem by using sinker plugs. This works all right, since the plug will be working close to the bottom where the "taking" fish are located. However, I just don't like those sinking models, but I have stuck a hole in those plastic killers with the point of my knife now and then so that they'll fill up with water and sink a little below the surface.

Finally, I can say a positive word about bait fishing. The guys who find a nice out-of-the-way spot where they won't get in the way of plug casters have found that sand worms fished a little off the bottom can seduce a difficult prize out of the briny. Most fishermen prefer to use a fish finder rig and place a float near to the hook. A 5/0 bait-holder hook is a good choice and several long, tempting worms should be threaded onto the hook carefully. If there are any sand eel-hunting game fish in the area they'll surely go for those sea worms. Patience is a key to successful bait fishing. You have to wait for a pod of fish to go by. However, they may stay right out there in front of you for sometime while you take fish after fish because the smell of sea worms remains in the water and keeps them circling looking for the worm that goes with that scent.

Well, I don't know about you, but I can't wait for the fishing season to get started even though it's barely over. The sand eels were the stimulus for some hot fishing in many diverse locations last year from City Island to Montauk to Breezy Point and I think that this year will be even better.

If only the little bunker would become as abundant as the sand eels, what a world this Long Island would be for the surf fisherman!

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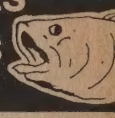

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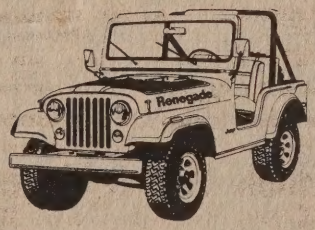

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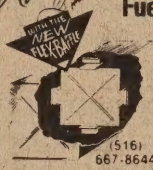

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2 - $208; 4 - $302; 6 - $417; 9.9 - $549; 15 - $619; 25 - $719; 35 - $805; 55 - $1199; 70 - $1375; 85 - $1638; 115 - $1775; 140 - $1848; 175 - $2300; 200 - $2400. ELECTRA MARINE, 610 Merrick Rd., Lynbrook, NY. Scott & McCulloch Parts. FOB. Call 516-599-3003.

1972 Chris Craft 23 ft. "Lancer" Fiberglas 235 h.p. inboard. Loaded with extra's. CB & SS Radios, Head, depth finder, compass, outriggers, winter/summer canvas. Excellent family-fishing. Low hours. Excellent condition. $6250. Tel: 516-957-1156.

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Inshore Fishing:
FISHING IN THE YEAR 2000

(Continued from page 12.)

prevents the baitfish from escaping from where the door joins the car. The door hinges where you lashed it, and you can gimmick up a piece of wire or come up with your own arrangement for keeping the door closed. That's it! One tip about bait cars to finish off. If you don't have any live bait in it, use it as a bait trap. Just put in some leftover bait and lower it to the bottom dockside, but leave the door open. Next time you go down to your boat, pull it up **quickly** and you'll be amazed to see what has wandered into it that you can use for bait. All kinds of crabs, small baitfish and even an occasional eel!

A reel bait trap can easily be made with the basic chum pot design. Make one end permanent, but leave the second end open. Take a piece of screening and roll it into a cone that tapers to an opening of about one inch. Shove the cone point down into the trap and trim and lash the end so no baitfish can escape. You need to make a door at the top as described for the bait car so that you have access to the inside. Bait with leftover bait, bread, etc. For some reason, baitfish and small crabs have an easy time swimming into the trap through the funnel, but have a difficult time locating the small opening at the narrow end of the cone to escape.

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